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By mail, six months, 80
By mail, three months, 45
A. M. THOMSON, W. G. ROBERTS.

OFFICIAL PAPER OF THE CITY.

Janesville Daily Gazette.

VOLUME 8.

JANESVILLE, WIS., MONDAY, APRIL 11, 1864.

NUMBER 36.

This edition of the GAZETTE is one of the largest
weekly papers in the State. Having the matter pub-
lished in the Daily to call for making it up, we
are enabled to furnish a paper of surprising excellence.
We shall give in each number a correct review of the
markets, and make the paper a complete reflex of
County, State and general news.

New Advertisements.

NOW, WE HAVE IT, SURE!

We have just passed one of the

BEST CORN CRACKERS

in the Northwest, and are prepared to do all kinds of

feeding on short notice. Farmers can get their

grain well ground and take it home the same day.

Best of corn meal made for sale at \$25 per ton.

1,000 Bushels of Corn in the Bar Wanted.

Call one door north of Wheeler's Wooden Factory

353 1/2 Madison St.

U. S. CAMPBELL.

LIST OF LETTERS REMAINING

In the Janesville Post Office for the week ending

April 11, 1864, unclaimed for.

Ladies' List.

Amelia, Mrs. Lovina

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No Dispatch.

If we could do the subject justice we

would express our opinion upon the

manner in which we receive telegraphic dis-

patches. But we are unequal to the task.

We will, therefore, simply say that, the

line being down between here and Mil-

waukee, we have no report to-day.

Mr. Richardson's Report.

In pursuance of our promise on Saturday,

we present to-day the report of Mr. Rich-

ardson on the Railroad tariff question in

the Legislature. In calling the attention

of the reader to it, we feel that we cannot

in too strong terms commend it to a

careful perusal. The subject itself is

one that should command the attention

of all classes of community, for Railway com-

panies have so universally become public

carriers that both producers and consumers

of every grade and degree have an insepar-

able interest in the conduct of their roads.

This report is a thorough, candid and busi-

ness like exposé of the relation, subsisting

between these companies and the inhabi-

itants of the State at large. It shows how

much the people have given, and how

much they have sacrificed for the benefit

of these roads, and what kind of a return

they are getting for their generosity; and

it shows too how selfish, as well as how

short sighted, these corporations are in re-

fusing to transport wood over their roads.

Mr. Richardson is entitled to the thanks of

his constituents and of the whole com-

munity, for this able, well studied and

well written report.

THE NATIONAL CONVENTION.—The

Doston Journal has an article advocating the

postponement of the National Convention

until September, and for reasons deserv-

ing of consideration. The grounds upon

which the Journal recommends a

change in the time for holding the Con-

vention are briefly these—that in all prob-

ability the operations of the coming mil-

itary campaign will have been little more

than well begun in the first week in June,

and the whole attention and energy of

the people (beyond the necessary care for

private affairs) up to and beyond that

time, should be given to the work of fur-

nishing men, money, and support to the

Government in the work of conquering

the rebels; that a Presidential canvass

will distract the public attention from the

one important object which should engross

it, and bring into action these elements of

political opposition, strife and reanimat-

ion which the welfare of the country de-

mands should be as far as possible re-

strained. A postponement of the Con-

vention until September would leave the

country to devote its whole energies to the

summer campaign.

Our readers will notice how nearly ac-

cordant are these views with those ex-

pressed by our Washington correspondent,

who certainly has good opportunities for

observing the signs of the times. We

believe the desire for the postponement is

a growing one, and that the more people

reflect upon it, the more they will see its

propriety.

THE PEOPLE of Paducah are in fear of

another raid by Forrest upon their city.

It was supposed the movement would be

made to-day.

They are also expecting a visit from this

reckless raider at Memphis, and have made

arrangements by which three thousand

militia can be called together in half an

hour, armed and ready for service. Such

other preparations are made as are believ-

ed to place the position beyond danger.

There is a rumor that Gen. Hurlbut has

again sent in his resignation as command-

er of the 10th army corps.

THE subscriptions to the 10-40 loan on

Saturday amounted to over a million of

dollars in the City of New York.

THREE in great activity in the Army of

the Potomac. Reinforcements are ar-

iving daily and indications point to an

early advance.

THE steamship Illinois, recently arrived

in New York from San Francisco, brought

\$45,000 in treasure.

A proposition in Congress that the

Government should purchase the Missis-

sippi river bridges at Rock Island, has

been rejected.

Mrs. KIRKLAND, the authoress, whose

popular writings on Life in the West, and

other literary works, many of our readers

will remember, died in New York on

Tuesday.

MARRY HER FIRST.—Many years ago,

in what is now a flourishing city in this

State, lived a stalwart blacksmith, fond of

his pipe and his joke. He was also fond

of his blooming daughter, whose many

graces and charms had ensnared the af-

fections of a susceptible young printer.

The couple, after a season of blighting

and cooling, "engaged" themselves, and

nothing but the consent of the young lady's

"parent" prevented their union. To obtain

this, an interview was arranged, and

Typo prepared a little speech to astonish

and convince the old gentleman,

who, as enjoying his favorite pipe in

perfect contentment, Typo dilated upon

the fact of their long friendship, their

mutual attachment, their hopes for the future,

and like topics; and taking the daughter

by the hand, said: "I now, sir, ask your

permission to transplant this lovely doc-

tor from his parent bed"—but his "phre-

nix" overcame him, he forgot the remain-

der of his oratorical flourish, blushed,

stammered, and finally wound up with—

"from his parent bed into my own." The

father, who had been listening to the

author, and after removing his pipe and

blowing a cloud, replied: "Well, young

man, I don't know as I've any objection,

provided you will marry the girl first!"

LETTER FROM WASHINGTON.

WASHINGTON, April 5, 1864.

Editors GAZETTE.—After a long silence,

owing to circumstances over which I had

but slight control, a full narrative of which

might not interest your readers, I have re-

sumed my pen, and will endeavor to make

partial restitution for past delinquencies.

A greater General than Grant or Lee in

command of the contending armies of the

East. A general storm has rained since

the middle of March. He has adopted a stand-

still policy, and holds in statu quo the bel-

ligerent hosts on each side of the Rapidan

with a power that baffles the strategy of

Lee, the daring of Kilpatrick, and the in-

domitable energy of Grant. Being a "down-

east" of the Yankee persuasion, his rain

is much more bearable to our army than

to the rebels. The most powerful and fear-

ful equinoctial storm that ever visited any

country is, and for the last twenty days,

has been upon us. Rain, snow, sleet,

mud, muck and mire, individu-

ally and collectively, alternating and

combining, is the order of each

day, with a forte decazo and hurricane ac-

companied for to-morrow. "Mad Crook"

is on the "riz," and is reconnoitering all

the streets of the city. Pedestrians sol-

idom venture beyond a safe snubbing dis-

tance from the curb stones. Horses and

inules manage to head to the north-east,

in which direction every hair on their bodies

involuntarily points. Levees, Receptions,

&c., are sadly neglected. Gaity has gone

into winter quarters. The channel of com-

munication through "intelligent contra-

bands" is blocked, and the new general

refuses a pass to the "reliable gentlemen."

These, with the exorbitant price of board,

and the scarcity of butter, render the Fed-

eral capital, just now, about as

desirable a place for a man to

pitch his tent, as Appleton, Muck-

wa or Rat River Marsh. There is no war

news in the east. Armies cannot move.

Gen. Grant is on a visit to Fortress Mon-

roe, to consult with General Butler in refer-

ence to future movements. When the storm

ceases, and the roads become passable,

active operations will commence. Every-

thing indicates that a campaign of more

intelligent vigor and magnitude is being

inaugurated. There is but one thing to

fear, the coming season. The most un-

wise move the loyal men of this nation

have yet made, in the humble estimation

of the subscriber, is the calling of a Na-

tional Political Convention, to meet before

the great spring campaign is decided. Just

is though the early nomination of any

FROM FORTRESS MONROE

[illegible]

NAVER SULK.—Better draw the cork of your indignation, and let it foam and foam than wire, it down to turn sour and acrimonious. Sulks affect the liver, and are still worse for the heart and soul. Wrath driven in is as dangerous to the moral health as suppressed small-pox is to the animal system. Dissipate it by reflecting on the mildness, humility and serenity of better men than yourself, suffering under greater wrongs than you have ever been called upon to bear.

—Society is a strong solution of books. It draws the virtue out of what is best worth reading, as hot water draws the strength out of tea leaves.

The operation was the extraction of the cataract through an artificial opening made by a knife in the interior portion of the eye. The result as we are informed has more than realized the expectations of Mrs. Ogden and her friends. No sooner were the convex lens of the eye extricated than the light of day burst upon the aged matron who had endured a night so long and tedious. The doctor is entitled to great credit for the skill he has displayed in the operation.—*Daily Wisconsin, 19th inst.*

Dr. Gardner can be consulted on all diseases of the eye and ear until Friday next the 15th at the Hyatt House. Read his advertisement.

April1d383

where he will furnish the common city with all kinds of

CAKES, - CRACKERS, PIES, ETC.

Please give a call. 273-3rd St.

PRIME TEA at old prices, Gunpowder, Japanese, Young and Old Hyson, Imperial, at 364-3rd Ave. **ADELL BROS.**

FINE COFFEE Green and Ground, Rio and Old Java at ADYLL BROS. 761-3rd Ave. **MIL ST., Bolton's Old Stand.**

GOOD SYRUPS and Molasses cheap, at 364-3rd Ave. **ADYLLS, Opposite Hyatt House.**

JUST RECEIVED—At the Japanes Villa Literary Emporium, another large invoice of Imported and Celebrated Goods. **J. D. DAVIDSON, MARSH-783**

to the Secretary of War upon the subject, and yesterday received a reply in which he says no necessity exists for the use of these bridges by the Government. An adverse report was introduced by Mr. Adair.

Should the bill, introduced by Mr. Pendleton, to permit members of the Cabinet to occupy seats on the floor of the House pass, it is believed the President will veto it.

General Max Weber joined Sigel's command to-day, and will be assigned to Harper's Ferry.

General Seymour, of the Florida expedition, has been ordered here, and the probabilities are that he will be dismissed.

Colonel Sibley, Assistant Quartermaster General, has tendered his resignation.

With a view to closing out my present stock of fashionable hats and caps, I will, for 12 days

SELL AT NEW YORK COST

No luncheon, positively at cost
CHRISTIAN BROWN,
field 42m Four doors west of Post Office.

MAKE YOUR OWN SOAP!

CONCENTRATED LYE.

An article that makes beautiful soap, both hard and without the trouble of sifting or leeching. Try it. For sale at the Sign of the Golden Mortar, Main Street. (opposite) O. B. COLWELL.

SWEET'S Infallible Liniment—

For Sale at the Sign of the Golden Mortar, Main Street. my life

A NEW SHOP.
 over Davie's store, West Milwaukee street, in this city
 for BONNET and HAT MAKING, where I will give
 all orders at low prices, and warrant my work. I
 liners who desire to send such work out of their shops
 can have it well done at my place.
 All persons who have such work to do are invited
 to give me a call.
 306½ Broadway

T. D. DEMOND.

NEW GROCERY HOUSE!
 at Bolton's old stand, opposite Hyatt House,
ADELL BROS.,
FRESH GROCERIES CHEAP
 Our motto: "Good Goods, Lowest Prices and Max-
 imum, and necessary to show up things." 306½ Broadway

Mr. Richardson's Report.

The undersigned, a minority of the Select Committee, to which was referred No. 298, A, a bill to amend the several railroad charters, and to establish a uniform tariff for freight and passengers on the several railroads in the State of Wisconsin, has had the same under consideration, and begs leave to submit the following report:

The bill itself is so new in its principal features, and apparently so at variance with the previous legislation of the State, that it demands a most thorough investigation. Heretofore no Legislature has thought of passing any law relating to railroads, except at the request of one or more of the companies controlling them; and this, perhaps, is the first time in the history of the State, that any bill was ever introduced into a Legislative Assembly, which was demanded by the people and unanimously opposed by the railroads. The first time that the people of the State, and not the railroads, have been exactly at variance, and it may not, consequently, be improper in connection with it, to allude briefly to some of the more important events in the history of railroad companies, which, though not now either to the Assembly nor to any considerable portion of the people of the State, may not be entirely uninteresting.

From the first organization of the State Government to the present time, its policy towards railroad companies has been most liberal, each succeeding Legislature has apparently tried to outdo its predecessors in acts of generosity towards them, and to such an extent has this feeling been indulged in that the duties of legislative committees have been, not to determine what privileges they should recommend the Legislature to confer, but to act as arbiters between different claimants for the most valuable grants and franchises within the gift of a rich and munificent people.

Nor has the liberality of the State been confined to the mere granting of privileges and franchises, but has been manifested most signally in the donation of tracts of our rich public lands, equal in extent to the entire territory of some of the independent Kingdoms of Europe. So rich have been these grants that in some instances the companies to which they were given, have estimated their value as equal to the entire cost of constructing the roads which they were designed to assist the grantees in building. These grants to the different companies, comprise 1,820,024 acres of the most valuable unimproved lands in the State, worth, if we may credit the statements of the corporations upon which they were conferred, \$17,172,012. But as it is probable that these estimates of the companies were made more for the purpose of influencing the foreign market of their bonds, than as an indication of the value of their newly acquired property, it will not be safe to estimate their value at more than the price fixed by the General Government upon the alternate sections of land remaining to it within the district of territory from which the grants were made, which is \$2.50 per acre. This will give as the value of the lands already conveyed to the roads \$3,302,310, and in view of the fact that they are exempt from all taxes for the period of ten years, this cannot be considered an over estimate. Yet the bounty of the people had not ended here. Cities, villages and towns have vied with each other in the extent of their donations of stock and lands to their credit to these companies. To such an extent have many of our cities and villages mortgaged their resources and taxed their inhabitants for this purpose that they have involved themselves in hopeless and inextricable bankruptcy. The subscriptions of this class are known to be \$3,558,000, and are believed to considerably exceed that sum. Individuals, too, have followed the examples of state and municipal governments, and prompt to the call of railroad managers and directors, farmers have mortgaged their farms, citizens and mechanics their homesteads, and business men and capitalists invested their capital. The firm mortgagors alone subscribed over \$3,500,000, and although we have no means of ascertaining the extent of the cash and property subscriptions, it is believed that they are fully equal in amount to those of the firm mortgagors. It is true that these loans and subscriptions were made with the expectation of their being repaid some future day, yet through the fraudulent transactions of some, and the peculiar management of other railroad companies, nearly the entire amount of these subscriptions and loans has been swept into one vortex of ruin, and the farmers and mechanics, whose public spirit and liberality was thus abused, have been compelled to devote the best portion of their lives to freeing their homesteads from these incumbrances, or must be driven from them by the decrees of our courts. It is safe to calculate that eighty per cent. of all these loans and subscriptions were a total loss to the parties making them.

In their system of taxation, too, the people of the State have shown their partiality to these companies by a discrimination in their favor and against themselves, for while unproductive property belonging to private individuals is taxed for state and local purposes from two to three per cent. on its estimated value, and produces property and capital from ten to fifteen per cent. on the gross income derived from it, the property of railroad companies is taxed only the nominal sum, three per cent. on the actual earnings.

The undersigned has to regret that from the want of time and access to the books of the various companies or their full report, he is unable to furnish you with an accurate statement of all the various contributions which have been made to these associations, and must content himself with this mere estimate of the amount. Yet in the opinion of this minority of the Committee the facts already alluded to, are fully sufficient to show the extreme liberality with which these companies have been treated, and to establish the claims of the community upon them for even-handed justice, and a liberal administration of all their affairs with those who have so generously supported and encouraged them.

But it will readily be admitted that one of the principal questions involved in the discussion of the subject is, whether the different roads in the state are or are not oppressive or unjust in their tariff of charges; and upon an investigation, we find that the lines of road extending from the Mississippi river to Lake Michigan, are, when competing with other lines, in the habit of carrying through freight at very low rates, sometimes even less than the actual cost of running their cars, which practice must necessarily lessen their ability to transport, and compel them to increase their charges on way freight. No one will question their right to compete for through freight, provided that they do so at their own cost, but no one will contend that they have a right to establish a tariff for way business with a view of covering losses which must be sustained by competition from through business. It so appears that they are in the habit of discriminating between different points of shipment and different shippers from the same points, practices which are not in accordance with sound business principles,

nor in exact accordance with justice.

Complaints are also made, with good cause, as the undersigned minority of your committee believes that some of the roads give the preference to through freight, which they always carry at great reduced rates over way freight in point of time, which often results in great loss to shippers from way stations.

Another question of great importance in the consideration of the whole subject is, whether the present owners of the roads are receiving a reasonable rate of interest on the money they have invested in them, and what the effect the passage of this bill would be on their incomes. With a view to solving that question, the undersigned has made some estimates, based upon the reports of the different roads and the best information to be otherwise obtained, the result of which is now submitted. These estimates relate only to the three roads, the Milwaukee & Prairie du Chien, Milwaukee & Saint Paul and the Chicago & Northwestern; and here it may not be improper to say that in regard to the reports of any one of these companies. Those made by the Prairie du Chien company appear to be all that are required by law, though it must be confessed that the law requires but very little. But those of the other companies show but one important fact, which is, the total amount of their receipts for the year for which they are made, and were it not for the data furnished by the report of the Milwaukee & Prairie du Chien company, there would be no means of knowing the amount of their expenses or net earnings. In order to avoid too great detail, the three roads will be considered as one. For more specific details the undersigned would refer to a tabular statement accompanying this report.

The reported cost of the three roads is, \$28,058,547, and they have about \$40,700,000 per mile. Of the peculiar manner in which they have availed their capital stock to this amount, neither the public nor the minority of your committee are fully informed, but they do know that in many instances they have sold their own bonds at ruinous sacrifices and been otherwise imprudent, and it is also well known to every one at all acquainted with the cost of constructing railroads through level countries like ours, that no such amount could have been judiciously expended upon them, and we must consequently base our estimates upon other data.

The Madison and Beloit Road, now being built and nearly completed, costs, if we may rely upon the statements of the Superintendent, only \$15,500 per mile, including depot grounds, depots, warehouses, &c., but not including rolling stock. The Milwaukee & Prairie du Chien Company, when it was organized, fixed its capital stock at \$7,500,000, and provided for the purchase of its own stock at a price reduced to \$5,000,000, or about \$26,000 per mile, which was an acknowledgment on their part that that sum was the entire value of the road and equipments; and if we take that sum as the basis of our estimates, we have, on the entire value of the three roads which are 711 miles in length, \$13,485,000. But there are some other important items which have already been mentioned in this report, which are worthy of consideration in this connection. We allude to the subscriptions to the stock of these roads by cities, towns and individuals, which, to the amount of \$10,000,000, or about \$3,500 per mile, for every mile of railway in the State, may be regarded as donations to railroad companies, for if not intended as donations they have been appropriated by the present owners as unreservedly as the freest gift could have been. To what extent these items should be taken into the account it is difficult to determine, but it is safe to say that twelve million, five hundred thousand dollars, in addition to the amount previously mentioned, and lost by the people of the State, would, if judiciously expended, have built and equipped these three lines, and in strict justice they are not entitled to interest on more than that sum. As an evidence of the correctness of this estimate of the costs of the roads to the present proprietors, we have the facts in regard to the cost of the line of road held by one of these companies. Certain gentlemen purchase, on sales made under a decree of our courts, the land grant (956,000 acres), and western division of the old La Crosse Road for \$2,800,000, the Milwaukee and Western Road for \$900,000, and the Milwaukee and Horicon for \$670,000, and immediately organized what is now known as the Milwaukee and St. Paul Company, calling their capital stock \$8,100,000. The portion of the old La Crosse Road was called \$2,800,000; the Milwaukee and Western \$2,000,000; the Milwaukee and Horicon \$1,000,000, which was an increase of the nominated capital of \$3,500,000 over the amount actually invested by them.

The companies have each reported gross earnings, which amount to \$4,355,054; and their expenses were sixty per cent. of the entire receipts, or \$2,622,205.00, leaving \$1,732,848.00 as their net profits, which is equal to about six per cent. on their reported capital; or nine per cent. on the total value of the three roads, and their equipments, and almost fourteen per cent. on the actual cost of the roads, to the present owners, and yet the managers of these companies assert that their earnings have not been sufficient to enable them to pay dividends to their stockholders. That they have not paid dividends, is believed to be realized by the stockholders themselves, but that they are unable to do so, does not appear from their reports. In what manner their surplus earnings are expended, whether in extending the lines, or otherwise, is known only to the managers themselves, but it is a somewhat singular fact, that although the common stockholders may get no dividends, the managers accumulate large fortunes in an incredibly short time, and it is not a little remarkable that they are always anxious to obtain charters for new roads. But the articles of association of the Milwaukee and Prairie du Chien company may furnish some solution of the reason for this company's paying no dividends to common stockholders. By those articles of association, it was agreed that after payment of dividends of eight per cent. to preferred stockholders, the surplus earnings should be invested in the purchase of the preferred shares of the company, until they should command par in the city of New York, and thereafter the surplus earnings should be invested in the purchase of common stock until the whole capital of said company should be reduced to \$6,000,000; whether this has been done or not, we do not know. No one will deny that the companies are entitled to fix a tariff of freight which will give them a fair dividend on the capital invested by them, but it will hardly be contended that they have the right to increase their rates so as to give themselves interest on the money which has been lost to the original subscribers for stock through the mismanagement or recklessness of the companies. To admit their right to do that would be to acknowledge their right to tax the people to pay interest on their own money. Should a miller, who had through misfortune, mismanagement or any other cause, increased the value of his mill to double its actual value, and then, in order to increase his profits, sufficiently to give him an interest on his unfortunate investment, the law would restrain him; or, if through the negligence or incapacity of the directors of a bank, it were to lose one-half its actual capital, no one would think of allowing them to

double their rate of interest upon the remaining half; and yet that could be done with just as much propriety as to allow railroad companies to fix tariffs to give dividends on moneys squandered.

As to the effect of the passage of this bill upon the receipts of the companies the undersigned is of the opinion that it would allow a rate of freight which would give them a larger income than they could make under the tariff in force during the year 1883. Upon a careful comparison of the substitute bill herewith reported, with the rates established by the roads, it is found to allow an average increase of six and one-half per cent. on the companies' average rates for 1883, and require a decrease of 7 1/2 per cent. on those in force at this time; and the rates charged in 1883 were certainly remunerative. The companies contend, however, that the expense of the bill will greatly increase over the past year's which is doubtless true, and it is also true that the amount of their business will be increased in a much greater ratio. The managers of these companies estimate the increase of business on these lines at 33 1/2 per cent. over that of 1883. But if we allow an increase of 25 per cent., and that their gross expenses will be 70 per cent. of their entire receipts, which is the largest estimate of any of their managers, their net earnings under substitute bill, would be \$1,739,254, or almost nine per cent. on the entire value of the roads. Under the tariff now in force, their gross earnings will not be less than \$6,200,000, and the net earnings not far from \$2,174,900, for the year 1884.

But section three, requiring roads to carry wood is quite as worthy of our attention as any of the other provisions of the bill. As common carriers they are required to carry any commodity offered to them, but their refusal to do so only subjects them to a suit for actual damages, the prosecution of which would be so expensive as to deter any private person from instituting one. When those lines were in process of construction, one of the inducements held out to secure subscriptions for stock, was that they would afford those having wood the means of transporting it to market, and those portions of the country which are destitute of obtaining it at greatly reduced prices. But no sooner were they completed than they positively refused to carry it at any price. The managers deny this, but their denial is simply a technical evasion of the truth. Some portions of our country, are, as is well known, entirely destitute of fuel, and must be supplied from distant and more fertile portions of the State, and common justice and humanity demand that our railroads, which have been fostered and supported by the people should afford them transportation for this essential of life, in a country like ours. Great hardships in many cases have resulted to the poor of our towns and cities from their refusal to do so. During the past severe winter, women and children, sometimes the wives and little ones of those who were perishing themselves in the defense of their country, have suffered and almost perished for the want of fuel. It seldom happens, in this favored land of ours, that there is any suffering in our towns and cities from that want of bread which afflicts other communities; a moderate degree of industry will enable any man to obtain wholesome food enough for his family, but by what degree of industry or economy can he in addition obtain the fuel necessary for warmth, with wood ranging from ten to twelve dollars per cord.

The reasons assigned by the managers of the roads, to your committee, for their refusal to carry wood, were that it was too bulky and inconvenient to handle; that they could not furnish depot grounds on which to load and unload it; and that it would be unsafe to stop their wood trains on the track to receive wood; all of which objections would, in our opinion, be removed, if there was a disposition on their part to reciprocate some portion of the many favors which the public have bestowed upon them. Side tracks could be laid in our large villages and cities to more distant and less valuable grounds than those occupied for their regular depots, and at convenient places on the lines of their tracks in the vicinity of forests where wood could be loaded and discharged without interruption to other business. But the objection usually urged is, that it would increase the price of fuel necessary for their own use. It is true, that in some instances, the price of fuel might be slightly advanced, and the expenses of the roads proportionately increased, but the advantages which they would directly and indirectly derive from carrying it, would more than counterbalance all disadvantages to them. In the first place, there would be a large increase in their business from the freighting of wood alone, for which they would receive a reasonable compensation. Then there are, as is well known, on the lines of most of our roads, within twenty or thirty miles of our principal cities and villages, large forests, which must without means of transportation to some market be cut down and burned on the ground, to make room for the plow, or will remain a source of years of no earthly use except to furnish fuel for the roads passing through them; whereas, if transportation could be obtained at a reasonable price for wood, as well as other timber, in a short time the large tracts of land now unutilized, would be converted into fields of grain, the yearly products of which, the roads would have to transport to market, and along the line of their tracks, population would be greatly increased, alike to the advantage of the roads themselves, and the country at large. By refusing to carry wood they virtually monopolize all that on the line of their tracks, which they have no more right to do than to monopolize the trade in grain by refusing to carry it for others than themselves.

Section Nine provides that no road shall receive fare from certain state and United States officers, and among others, the members of the legislature. This provision may at first sight appear to be more liberal towards ourselves, than just towards the roads, but when we take into consideration the fact that the railroad companies have for years been in the habit of giving to all these officers, free passes over the roads, it is evident that no injustice will be done to them pecuniarily, as it will give to those officers, by law, nothing more than the roads give them, as a favor, and it would relieve the companies from the odium attaching to the habit of giving free passes to them for what may seem to be an attempt to improperly influence the action of the different branches of the government, and will relieve the officers who have been in the habit of receiving them from the embarrassment which every man must feel at accepting as a favor, that which custom has made a law of this kind necessary, or else the legislature should make the granting of these passes, or their acceptance by any state officer, a criminal offense.

To sum up all in a few words, the undersigned has come to the following conclusions:

First, That though no aggravated cases of the violation of private rights may have been proven against railroad companies, yet there does appear to be a disposition on their part to arbitrarily make the great interests of the state tributary to their charge, so as to contribute to their own aggrandizement without due regard to the interests and convenience of the public, and in his opinion, that disposition should be restrained by legislation.

Second, That in refusing to carry wood, the roads violate their obligations to the people, and that the people of the State have the right to and do demand redress at the hands of this legislature.

Third, That substitute bill No. 298 A, is just and liberal in its provisions towards railroad companies, and will allow them rates of freight, which would be amply remunerative at all times.

Fourth, That he dissents from the report of Messrs. Habbell, and others, except in its admission of the right of the legislature to regulate the rate of freight on our roads.

Fifth, That he dissents from the report of Messrs. Smith, and others, and the amendments offered by them, so far as they conflict with the provisions of the bill now under consideration.

Sixth, That he most respectfully recommends the passage of the substitute bill herewith submitted.

H. RICHARDSON.

(Advertisement.)

INSURE WITH THE MUTUAL LIFE INSURANCE COMPANY OF WISCONSIN—IT IS THE BEST COMPANY FOR WESTERN MEN!—The reasons why this is the best Company, are: That it is a Western Company, made up of and managed by Western men, doing all or nearly all its business in the Northwest, and concentrating in this one Company a superior class of risks, mostly of young men, or men in the prime of life, and they selected with as great care in regard to eligibility to Life Insurance, as are the risks of any other company.

It is true that the Company has neither the age nor the accumulations of some eastern companies, but is gaining the latter very fast; is vigorous for one of its age; is doing a large business, having issued 637 policies in the months of December and January just passed, and is doing its business as economically as the same can be done anywhere. It has for its guide, the experience of all older companies, and among its managers some of the best business men in the northwest.

This is the first successful effort over made to build up a similar institution in the West, and it should be the pride, as it certainly is the interest, of every business man in this section of the State, to identify himself with its growth.

This Company issues non-forfeiting policies, upon which premiums are paid in five or ten annual payments. These non-forfeiting policies are very desirable, as they guarantee to the policy holder the benefit of all the money that he pays into the Company, and also enable him to pay his premiums for the whole of life while he is young, or at an early period, thus relieving him from the burden of payment in old age. Insurance upon this plan, (as well as on all other policies that this Company issues) become due and payable at death, should death occur before the ten years expire.

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WILLIAM MERRILL, Agent, Janeville, Wis. feb25dtwkw3m.

Special Notices.

REMOVAL.

Dr. M. B. JOHNSON has removed to Jackson & Smith's New Building over the Rock County Bank, where he will wait upon his friends and customers in any department of dentistry. feb25dtwkw3m

REMOVAL.

Dr. F. F. PENDLETON has removed his Dental Rooms to the new block of Jenkins & Dewey, first floor over the shoe store of Cyrus Miller, where he will attend to all the calls in his profession. ap26dtwtf

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The sudden changes of our climate are sources of Pulmonary, Bronchial and Asthmatic Affections. Experience having proved that simple remedies often act speedily when taken in the early stages of the disease, recourse should at once be had to "Brown's Bronchial Trochets," or Lozenges, the Cold, Cough, or Asthma of the Throat to ever subside, as a prompt precaution a more serious attack may be effectively prevented. Public Spectacles and Fairs will find them effectual for clearing and strengthening the voice. Sold everywhere. Be careful to have them, as they can be carried in the pocket and taken as occasion requires. ap14xlm

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This celebrated Toilet Soap, in such universal demand, is made from the choicest materials, is mild and emollient in its nature, fragrant, scented, and extremely beneficial in its action upon the skin. For sale by all Druggists and Fancy Goods Dealers. Jan23dwtw

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This is the most delightful and extraordinary article ever discovered. It changes the sunburnt face and hands to a pearly soft texture of ravishing beauty, imparting the marble purity of youth and the delicate appearance of feeling in the city of feeling. It removes tan, freckles, pimples and roughness from the skin, leaving the complexion fresh, transparent and smooth. It contains no material injurious to the skin. Patronized by Actresses and Opera Singers. It is what every lady should have. Sold everywhere. DENNIS S. BARNES & CO, 202 Broadway, New York.

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BACCHINI'S CELEBRATED Hair Dye is the best in the world! The only Hairdye, True and Reliable Dye known. This splendid Hair Dye is perfect—changes Red, Rusty, or Grey Hair, instantly to a Glossy Black or Natural Brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful, imparts fresh vitality, frequently restoring its pristine color, and rectifies the ill effects of bad dyes. The preparation is signed VICTOR A. BACCHINI, all others are mere imitations, and should be avoided. Sold by all Druggists, &c. Feb25dtwkw3m

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It is not a DYE, but restores gray hair to its original color, by supplying the capillary tubes with natural sustenance impaired by age or disease. All instantaneous dyes are composed of lunar caustic, destroying the vitality and beauty of the hair, and afford of themselves no dressing. Heimstreet's Inimitable Coloring matter never injures the hair, and is a natural beauty growing from its growth, prevents its falling off, eradicates dandruff, and imparts health and pleasantness to the head. It has stood the test of time being the original hair coloring, and is constantly increasing in favor. Used by both gentlemen and ladies. It is sold by respectable dealers, or can be procured by direct from the commercial agents, D. E. BARNES & CO, 202 Broadway, New York. Two sizes, 60 cents and \$1. aug14dwtw

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Diseases of the Throat, Chest, and Pulmonary Organs are ever prevalent, insidious and dangerous. The properties of a medicine to alleviate, cure, and uphold these complaints, must be expectorant, anodyne and invigorating, lowering the source of the disease, and imparting tone to the entire system. No discovery in medical science ever mastered this class of diseases like Dr. Wynkoop's Iodine Pectoral. It is used with the most astonishing results in all cases of Bronchitis, Influenza, Whooping Cough, Diphtheria, or Putrid Sore Throat, Asthma, Croup, Coughs, Colds, Nervous Irritability, &c.

The Hon. J. J. Porter certifies—"that I have used Dr. Wynkoop's Pectoral for several years, myself and in my family, for severe pulmonary complaints, and have recommended it to many others, and have seen excellent results." Hon. J. J. Porter, Brooklyn, N. Y.

Hundreds and thousands of important testimonials can be produced, showing its remarkable cures and that it never fails.

It is made of pure Iodine, Malt, Balm of Gilead, Potash in Bismuth, Pilocarpine, Camphor, Burdock, and other ingredients, and is a simple, prompt and effective remedy, and cannot afford to neglect a trial. Every family should have it. It is remarkable for Croup, Putrid Sore Throat, croupal affections and directions accompany each bottle.

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The Kind of Insurance Worth Having!

On the morning of the 23d of February, the brick block, occupied by the "Lafayette Journal Co." in Lafayette, Ind., was burned to the ground. The "Insurance" and "Journal" of \$5,000 on the premises and machinery of the "Journal"—the profits of the loss were burned in at the Central Agency Office in Cincinnati on the 24th of February, and the "Journal" Co. representing the "Journal Co." received a draft for the full amount of this policy, as will be seen by the following receipt:

\$5,000.

Cincinnati, O., Feb. 28th, 1884.

Received of the PENIX INSURANCE COMPANY, of Hartford, Connecticut, by H. M. Magill, General Agent of said Company, the sum of FIVE THOUSAND DOLLARS, in full of all claims and demands for loss or damage under Policy No. 2518, issued at the Lafayette, Ind., Agency of the said Company, the loss originally by destruction of Printing Stock, on Feb. 23d, 1884. W. H. SCHULTZ, for Lafayette Journal Co. E. L. DIMOCK, Agent for Janeville, Wis. feb25dtwkw3m

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by fire in the United States averages over \$100,000 daily. Is your property exposed and unprotected?

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Fine Infant Hair Brushes, Buffalo Hair Brushes, Pearl Inland Hair Brushes, Rubber Fine Combs, Rubber Dressing Combs, Rubber Circular Combs, Buffalo Dressing Combs, Flesh and Tooth Brushes, Nail and Hat Brushes, Cloth and Basting Brushes, Fine Shaving Brushes, Lubin's Genuine Extract, Bazin's & Collins' Extract, Bazin's Hair Extract, Lubin's Toilet Soap, Glenn's Toilet Soap, Colgate's Toilet Soap, Fine Tooth Soap, Toilet Powders and Puffs, Turkey Morocco Wallets, Chain Buckskin Purses, Morocco Traveling Bags, Fine Razors and Strops, Bathing and Carriage Sponge.

We are adding to our stock of Drugs, Medicines and Chemicals a large assortment of Perfumery and Fancy Goods, an inspection of which is invited.

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FOR THE HAIR.

Burnett's Cocaine, Sterling's Ambrosia, Mrs. Allen's Restorer, Cocoa Nut Hair Oil, Noble's Rose Hair Gloss, Ly on's Katharine, Wood's Hair Restorative, Heimstreet's Hair Dressing, Mrs. Allen's Zylolalium Pomade Philocome, Fern Marrow Pomade.

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Cox's Sparkling Gelatine, Cox's Refined Shred Lingins, Pearl Hair, The Toilet, Revival, Arrow Root, Robinson's Patent Harley & Grant's, Baker's Pure Cocoa, Broma and Chocolate.

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Have for several weeks past been receiving direct from the Eastern Markets, large invoices of

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
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Dyeing Silk, Woolen, and Mixed Goods, I Ask,
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A Saving of 80 Per Cent.

If you want you can color as many goods as would
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STANDARD SCALES,
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 Be Careful to buy only the genuine.—
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REPORTED FOR THE JANSVILLE GAZETTE, BY HUMP & GRAY, GRAY AND PROCTOR DEALERS.

JANESVILLE, April 11, 1894.

Owing to the almost impassable condition of the roads, receipts of grain continue very light, and we have no material change to report in prices, except wheat, which under the influence of more favorable advices from the lake shore and eastern markets, has advanced 2¢ 1/2 per bushel, choice miller's samples selling at \$1.05 1/2, and shipping grades at \$1.05 1/2.

WHEAT—Good to choice milling spring at \$1.05 1/2; common to good shipping grades at \$1.05 1/2.

OATS—Active at 50¢ for No. 1, and 40¢ for No. 2.

CORN—Shelled, 70¢ in at 70¢; ear, 60¢, 60¢ 1/2.

RYE—Quiet at 90¢ for 60 pounds.

BARLEY—Fine samples at \$1.00 1/2; common to fair at 90¢ 1/2. Extra for feed \$1.20.

TIMOTHY—Good to choice at \$1.90 1/2; fair to good at \$1.80 1/2.

DRESSED HOGS—Range at \$2.25 1/2 for light to heavy.

BEANS—Prime white \$2.00 1/2; mixed lots \$1.25 1/2.

POTATOES—Choice Newmarket and French Blooms 45¢; common 40¢.

BUTTER—Good demand at 22¢ for good to choice roll.

EGGS—Plenty at 11¢ 1/2 per dozen.

POULTRY—Turkeys, dressed, 80¢; Chickens 70¢ per pound.

SHRIMP—From 1/4 lb. to 1 lb. 12¢.

FISH—HERRING—Range from \$1.00 to \$2.50 each.

FLOUR—Spring at retail \$2.75 per hundred.

TACOCOS—Fair to prime best 70¢.

WOOL—Dull at 20¢ 1/2; off for unwashed.

PRICE CURRENT OF GROCERIES.	
SUGARS.	Sweet 12
Granulated, Crushed	Do. 12
" N. & Coffee Sugar	24
" " " "	24
AA Portland (OBS.)	17 to 18
Puerto Rico	17 to 18
STROUPS.	
Chicago Sugar Towels	1,30
" " "	1,30
" Amber	1,23
H. O. Meines	1,26
Cuba Onions	50
DRIPED FRUITS.	
Old Dried Apples	12 1/2
Old	10
Blackberries	10
Pined Peaches	20
" " "	20
Raspberries	40
" " "	40
Zante Currants	25
SPICES.	
Cinnamon	1,00
Pepper	60
" "	60
Cloves	60
Nutmegs	12 1/2 to 20
CRACKERS.	
Butter	7
Soda	8
" "	8
Nile	10
Sweet	12
Do.	12
FISH.	
Head and Pollock	12
COFFEE.	
Java	1,23
" "	1,23
CANDLES.	
Tallow	1,26
" "	1,26
Sardines	1,26
SUNDRIES.	
Salerni	12
Old Bar Soap	12
Colgate's Toilet Soap	12
Kerosene Oil	12
" "	12
Wharf	12
Cider	12
Wine	12
2 1/2 bu.	12
Tea	12
Scotch Whisky	12
" "	12
Starch	12
Silver	12
Shocking Tobacco	12
" "	12
Rice	12
Kony	12